

BRITISH CONTINUE TO MOVE FORWARD IN ARRAS REGION

Diminution in Intensity of Fighting, Though Fierce Battles Still Rage.

GERMAN COUNTERATTACKS COMPLETELY REPULSED

Men Driven Back in Disorder, With Shells Playing Upon Them During Retreat.

FRENCH GUNS HARD AT WORK

But No Infantry Attack Has Yet Developed From Recent Artillery Preparation.

There was a diminution in the intensity of the fighting between the British and German armies on Tuesday, although battles of great fierceness continued at several points. In these, according to the British official communication, the advantage rested with Field Marshal Haig's forces.

Southeast of Arras, the British made progress between the Seneffe River and Monchy-le-Preux, driving their lines to within a stone's throw of the village of Fontaine-les-Croisilles and Chépy, and straightening out the sharp salient that had existed there.

Northeast of Arras, in the Gavelle sector, the Germans threw a strong counterattack against the British, but the British guns raked the German line, and drove it back in disorder, and played shells upon the men in their hurried retreat.

Since Monday more than 2,500 Germans from numerous divisions have been made prisoner by the British, and still others are awaiting transfer to the prisoner camps.

No infantry attack has developed from the artillery preparation the French have been making all along their front for several days. On Tuesday the Germans were heavily bombarded in various sectors from St. Quentin to the Champagne. Among the booty captured by the French during the recent heavy engagements on the plateau of the Chemin-des-Dames, northeast of Soissons, are four of the famous 105-millimeter German howitzers. These guns now have been brought into the French lines, and doubtless soon will be used in the operations against their former owners.

HEAVY LOSSES INFLECTED ON TURKS BY BRITISH

General Maude's troops have captured the railroad station of Samarra on the Tigris River, some seventy-five miles northwest of Baghdad, and with sixteen locomotives and 221 railroad cars. Heavy casualties were inflicted by the British on the Turks, and many prisoners were taken during the advance from Izbilab to Samarra.

In Palestine, the Turks apparently purpose to make a stand against a further advance by the British through the Holy Land.

From Gorizia to the head of the Adriatic Sea, violent artillery duels are in progress between the Austrians and the Italians. At several points in this region during the last up in the firing the Italians called forth, and by surprise attacks occupied advanced Austrian positions and made prisoners of the defenders. In the Sugana Valley, extensive Austrian troop movements are being carried out, possibly with the intention of opening an offensive in this region. The guns here are roaring in a mighty duel.

Along the entire Macedonian front reciprocal bombardments are taking place.

BRITISH NAVAL MACHINES ATTACK ENEMY DESTROYERS

LONDON, April 24.—A British Admiralty statement reports an attack by three British naval machines on five enemy destroyers, which were seen at 4:10 P. M. Monday, steaming between Blankenberghe and Zeebrugge in a northeasterly direction five miles off the coast.

"The leading machine," says the statement, "attacked, dropping sixteen bombs, one of which was seen to obtain a direct hit. The remaining four destroyers scattered, and were attacked by the two remaining machines, thirty-two bombs being dropped. The leading destroyer was observed to take a list to port, and remained stationary after all the bombs had been dropped.

"The four destroyers closed in on the disabled craft. A hostile seaplane attacked our machines, but was easily driven off. At 6:10 P. M. the four destroyers were reported by a reconnaissance machine as entering Zeebrugge harbor. It is considered most probable that one destroyer was sunk."

GERMANY'S METHODS OF FOOLING THE PEOPLE

LONDON, April 24.—A War Office statement, issued to-night, says: "The German official statement received by wireless to-day affords a remarkable instance of the methods the enemy is now adopting to explain away his defeat and encourage the German people. These methods consist in attributing to us designs we have never entertained, then proving that they have failed completely."

"Neither on the 9th of April, nor on the 23d did we attempt to break through the German lines in the sense intimated in the German communiqué. Our objective in each case was limited. On both occasions we gained the objectives assigned to the attacking troops."

Head of American Line Praises Navy Officers

(By Associated Press.)

NEW YORK, April 24.—"The efficient and satisfactory manner" in which the American Line steamships were armed and manned by officers of the United States Navy was highly praised in a letter written by President P. A. S. Franklin to Secretary Daniels, and made public here to-day. "The work reflects the greatest credit on the secretary, on Admirals Benson and Usher and the assistants in charge of the work, and it makes me feel proud of the American navy," Mr. Franklin stated.

Replying, Secretary Daniels said that the assurance from Mr. Franklin was gratifying, and he paid tribute to "the splendid young men, officers and enlisted men who manned the guns."

THRILLING FIGHTS TAKE PLACE 15,000 FEET IN AIR

Forty German Machines Are Brought Down During Last Two Days by British Airmen.

DARING EXPLOITS REVEALED

Bombing Raids Carried Out Forty-Five Miles Back of Enemy Lines. English Lose Only Two Airplanes in Dozens of Encounters.

[From a Staff Correspondent of the Associated Press.]

WITH THE BRITISH ARMIES IN FRANCE (via London), April 24.—The intensely bitter ground fighting of the last two days has been reflected in the air, and the British Royal Flying Corps yesterday established a new record by bringing down forty German machines. Fifteen of these were actually seen to crash, while twenty-five collapsed or fell in spinning nose dives, completely out of control.

The fights took place 15,000 feet in the air, from which distance it is barely possible to see the ground, and wholly impossible to see an adversary crash, unless the pilot deliberately follows down.

Such a course is not feasible where the fighting has taken on the character of a general melee, as nowadays often is the case. A remarkable part of yesterday's performance is that only two British machines are missing.

It was the finest day for war flying that the young khaki pilots ever had, and to-day they have been at it again since sunrise, but the full reports of their exploits are not yet in.

One intrepid young flyer, failing to find a single German observation balloon aloft, sought out one in its hangar on the ground, dived at it and set the big gas bag ablaze from stem to stern.

NO CLOUD IN SKY WHERE GERMAN AIR HIDE

Since Monday the British army has been reveling in weather they have long desired. Not a cloud was in the sky to-day in which a German could find shelter. British machines were everywhere along the battle front and far behind the German lines. Bombing raids were carried out forty-five miles back, the machines deliberately flying over ground where battles were raging with the greatest fury.

One intrepid young flyer, failing to find a single German observation balloon aloft, sought out one in its hangar on the ground, dived at it and set the big gas bag ablaze from stem to stern.

FOR FULL HOUR MANEUVER IN MARVELOUS MANNER

The greatest fight yesterday was a drawn battle. One of the British pilots met a brilliant German flyer, and for a full hour they maneuvered in a most marvelous manner without either being able to bring his gun to bear on the other. They rolled, looped, twisted, deliberately stalled their engines, and standing the machines on their tails, slid backwards through the air, but all to no avail. It probably was the most wonderful air duel the war has yet seen.

The British pilot reported to-day that several times he felt sure he would get his adversary between his sights, but the latter invariably wriggled out of the line of fire. The British flyer himself was kept busy avoiding the German, and once he had to dive almost perpendicularly. The combat did not break off until both pilots had fairly exhausted themselves and their petrol.

Strangely enough, later in the day a British pilot encountered the same German machine. The Britisher was winging his way home after a hard day's work, but he jockeyed with the German for nearly a quarter of an hour before a German shot him down.

In strange contrast to this was the experience of one British pilot, who somewhat peevishly complained last night that "I only got a rabbit." He explained this by saying that while his opponent had a good machine, he was a clumsy fellow and could not fight at all, and was sent spinning with the first burst of gunfire.

The fighting yesterday was all within the enemy territory. Several British machines had bullet holes through their wings, but sailed home unaided, and took the air again this morning.

PETERSBURG GETS MILITARY CAMP

Major-General Wood Approves Selection of Cockade City as Mobilization Point.

MUST BE PREPARED AT ONCE

May Also Be Site for Training Under Proposed Universal Service System.

Virginia's mobilization camp, where thousands of young men will be trained in the art of warfare, will be located in Petersburg, according to official information received yesterday by Adjutant-General W. W. Sale. The Petersburg site was selected by Major-General Leonard Wood, commander of the Department of the East, after considering the sites offered in Richmond, Roanoke, Lynchburg and other cities. Orders to prepare the site for immediate use were also received.

Lakemont Park is the site offered by Petersburg for the site mobilization camp. It is a tract of 500 acres, with steam and electric railroad communication, and modern city improvements, including water, lights and sewerage. Additional land consisting of more than 1,000 acres is available for maneuvers and training purposes. The camp site proper is large enough to accommodate 30,000 men and the field equipment of a division, including anti-aircraft guns.

While the camp will be primarily a point for mobilizing the National Guard units in time of need, it may also be made the training ground for the annual increments called to the colors under the proposed universal service measure. It is considered probable that the camp will be permanently in use, and that Petersburg will become a storage and distributing depot for this section of the Department of the East.

RICHMOND OFFERED SITE, BUT PUT UP NO CAMPAIGN

Richmond made an effort to land the camp, but did not conduct as energetic a campaign as its Cockade City rival. Petersburg offered \$25,000 to put the camp into condition to accommodate the troops before Richmond had made any definite attempt to get the camp. The site, too, is considerably larger than anything Richmond or other cities could offer, with the same degree of conveniences.

The information that Petersburg had been selected was received by the Adjutant-General in a telegram from the Department of the East. The telegram, in addition to conveying news of the selection, ordered the camp to be prepared immediately and intimated that the troops would be located within the next few days. Major Allen Potts, Quartermaster's Corps, Virginia National Guard, will be in charge of laying off the camp and preparing it for the reception of the troops.

In addition to getting the camp, Petersburg will supply the troops with food and the animals with forage. Under a recent order, the Quartermaster's Corps was instructed to purchase everything needed in the locality in which the troops are located. With 10,000 men in the field, the subsistence alone will amount to \$75,000 a month, while the forage for the horses and mules will reach the same figure. The pay of the troops will amount to more than \$100,000 a month.

MAY ALSO BE USED FOR MARYLAND UNITS

While the camp is designated as the Virginia mobilization point, it may also be used for the Maryland contingent as well. In the tentative organization scheme worked out by the War Department for the mobilization and training of the 1,000,000 men to be raised by selective draft, the forces of Virginia and Maryland are to be organized as a unit and drilled as such in a single camp. The two States will be expected to furnish a complete infantry division, with cavalry, artillery, engineer and signal troops included. A division is the most convenient unit to drill and equip.

Captain Frank P. Hines, United States Army, made the reports on which General Wood based his decision. Captain Hines spent a week in Virginia looking over available sites. The selection had narrowed down, however, to Richmond and Petersburg, with this city as the apparent choice. The camp site here, accommodate from 5,000 to 10,000 men, and offered no room for expansion. The Petersburg offer included large acreage for drill and maneuver purposes.

Sherwood and Williams Parks made up the proposed camp site here. The two pieces of property consisted of about 200 acres, while there was some additional ground for drills, but not sufficient for any big maneuvers. Private citizens had agreed to see that \$25,000 was raised to cover the cost of putting the camp into shape to receive the troops. Some sewerage, water and electric facilities already had been installed.

IMMENSE STORES TO BE SHIPPED TO PETERSBURG

Major Potts will have a big task on hand to get the camp ready for an immediate mobilization. The ground must be laid off and kitchens, mess-halls, shower-baths and other conveniences installed. Water mains will have to be laid down each company street, and electric lights erected. All of this will take time, although the city of Richmond last year had the camp here in fair shape in time to receive the first contingent of out-of-town troops.

Immense quantities of stores will be shipped to Petersburg in event of a mobilization, as all new units must be armed and equipped. This will necessitate the erection of storage sheds and buildings. Arrangements for taking care of several thousand horses and mules must also be made. Lakemont Park is on the main line.

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DANIELS CANCELS BOAT CONTRACT

Secretary of Navy "Astonished" at Old Dominion Statement as to Pocahontas.

WILL RESUME RIVER SERVICE

That Ships Were Not Requisitioned Navigation Company Admits—Rented at Profit.

There will be no war between the State Corporation Commission and the Virginia Navigation Company, a subsidiary of the Old Dominion Steamship Company, over the James River day service. Two highly interesting conferences Monday, one held in Richmond and the other in Washington, were followed yesterday afternoon by a long-distance telephone message from Walter H. Taylor, of Norfolk, counsel for the navigation company, informing Chairman Garnett, of the Corporation Commission, that the complete day service would be restored to-morrow morning.

The capitulation of the company which, without notice to the commission, discontinued the sailings of the steamers Pocahontas and Smithfield on April 16, claiming that they had been requisitioned by the government, was not accomplished, however, until the Secretary of the Navy himself took a hand by telegraphing the Virginia Navigation Company as follows:

"The State Corporation Commission of Virginia having informed the Navy Department that the chartering of the steamers Pocahontas and Smithfield very much interferes with the business of the community served, the Navy Department exercises its privilege under the contract and will cancel immediately the contract entered into for the steamers Pocahontas and Smithfield unless the State Corporation Commission of Virginia will give their approval for the leasing or chartering of these steamers."

Secretary Daniels dispatched this telegram following a conference with Senator Claude A. Swanson, Judge W. R. Rhea, of the State Corporation Commission, and Admiral Benson.

Chairman Garnett had brought the matter to Senator Swanson's attention last Friday, and the latter had been to the Navy Department several times to press the commission's complaint. The whole matter was laid before Secretary Daniels and Admiral Benson Monday by Judge Rhea and Senator Swanson, and the order cancelling the government's contract for the two steamers followed.

While the controversy over the James River day service seems now to be adjusted, dissatisfaction still exists with respect to the service on the East. North, Ware and Chesapeake, and other boats, owned by the Virginia Navigation Company, recently this company converted its daily service to landing on these rivers into a triweekly service, and complaints followed promptly.

An order was entered yesterday by the State Corporation Commission cancelling the Old Dominion Steamship Company to appear before the commission to show cause why it should not be made to re-establish the old daily service. The Virginia Navigation Company is owned by the Old Dominion Steamship Company.

CONTROLLING STOCK OWNED BY RAILROADS

The controlling stock in the Old Dominion, according to a recent report of the Interstate Commerce Commission, is held by the Seaboard Air Line, Atlantic Coast Line, Norfolk and Western, Southern and Chesapeake and Ohio Railways. These railway companies, it is stated, own 55 per cent of the voting stock.

The notice published by the Virginia Navigation Company on April 14 declared that the two steamers had been requisitioned by the government. According to the Navy Department, no requisition had been received from the department, it was stated, merely invited bids at large, and the Virginia Navigation Company voluntarily offered to place the two steamers in the government's service, the offer being accepted by Paymaster T. H. Hicks, of the Norfolk Navy Yard. Under the contract, the Virginia Navigation Company was to receive approximately \$500 a day for the two steamers, the agreement calling for a somewhat lower rate should the steamers remain in the Federal service more than sixty days.

When confronted at the conference in Richmond Monday with the misleading character of the navigation company's notice, declaring that the steamers had been "requisitioned," representatives of the company explained that the word "requisitioned" had not been used in its technical sense. The company understood, counsel said, that the steamers were chartered by the government as the result of the war emergency, and the word "requisitioned" was used to convey that idea.

EXPRESS ASTONISHMENT AT COMPANY'S STATEMENT

When the attention of Secretary Daniels and Admiral Benson was directed to the wording of the navigation company's notice, they expressed astonishment, assuring Judge Rhea and Senator Swanson that the government has no intention of commandeering vessels engaged in performing necessary transportation service on the inland waterways, unless driven to such a course by imperative necessity. In this case, they said, there had never been requisition taken place for the steamers was signed without any knowledge on the part of the Navy Department of the injury that would be worked to the James River points dependent upon these steamers for transportation.

Investigations instituted by Chairman Garnett developed the fact that the contract for the Pocahontas was made on April 8, and the contract for the Smithfield on April 13. On April 6 the Virginia Navigation Company appeared by counsel before the State Corporation Commission with the complaint that its James River rates were non-

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JOFFRE WANTS U. S. FORCES IN FRANCE

Elihu Root Is Chosen to Head American Commission to Russia

(By Associated Press.)

WASHINGTON, April 24.—Elihu Root will head the American commission to Russia if he will consent to undertake the duty. It became known to-day that the President has completed the selection of the principal members of the commission.

The names of the men tentatively chosen to make up the commission will not be made public until they have been formally requested to serve and have accepted.

It was said to-day that the men whom the President has in mind are all distinguished in their particular lines, and together will make up a commission which will

indicate to the Russian government and people the deep interest in their welfare held by the American government.

Among those, besides Mr. Root, who have been mentioned in the preliminary discussions are Oscar Strauss, former Secretary of Commerce and Labor; Edward N. Hurley, former chairman of the Trade Commission, and Henry Morgenthau, former ambassador to Turkey.

Charles W. Crane, of Chicago, business man and personal friend of President Wilson, has arrived in Russia, and will keep the government in touch with business conditions there, pending the arrival of the commission.

GREAT BRITAIN MAY GET FIRST BIG LOAN TO-DAY

Final Negotiations for Immediate Lending of \$200,000,000 Completed in Washington.

Initial Offering to the Public Under \$7,000,000,000 Revenue Measure Expected to Amount to \$2,000,000,000.

(By Associated Press.)

WASHINGTON, April 24.—The United States will lend Great Britain \$200,000,000, probably to-morrow, as the first loan to any of the entente governments under the \$7,000,000,000 war finance law signed to-day by President Wilson.

The money for this loan will be available out of the proceeds of the \$250,000,000 of Treasury certificates of indebtedness, due June 30, and just placed with the banks of the country through the Federal Reserve Board.

Secretary McAdoo will call for the proceeds of the issue to-morrow morning, and as soon as the money is deposited in the various Federal reserve banks it will be available for the government's purposes. The British loan will be made as soon thereafter as the necessary formalities of transfer can be completed.

WILL TAKE TEMPORARY FORM OF SECURITY

The United States probably will take some other temporary form of security pending the arrival of the bonds.

Final negotiations for the loan were completed to-day at conferences participated in by Secretary McAdoo, Lord Cunliffe, governor of the Bank of England; Pierre Jay, of the New York Federal Bank; Treasury Department, Federal Reserve Board and British embassy officials. Official announcement of the loan is expected within twenty-four hours.

The loan is not intended to cover Great Britain's full share of the \$3,000,000,000 intended for the allies, but is designed to meet England's immediate and pressing financial needs. A somewhat similar loan soon may be made to Italy.

Tentative plans under consideration by administration officials call for the issuance of \$2,000,000,000 in bonds as the first public offering under the \$7,000,000,000 war revenue law, signed to-day by President Wilson, to be followed by a second issue in from four to six months, and possibly a third thereafter.

While the whole program is subject to revision, it is understood that officials are also seriously considering the advisability of collecting the proceeds of the first issue in installments, thirty days apart, and lasting over a period of from four to six months.

Should the first issue be \$2,000,000,000 and the installment feature be adopted, it is likely that subscribers will be given four months in which to pay for the bonds. This would bring revenue into the Treasury at the rate of \$500,000,000 a month, ample, it is believed, from preliminary estimates, to meet the needs of the allies in this country, as well as American military and naval expenses, until the new taxation measure should begin to produce revenue.

BIG PROPORTION OF LOAN WILL GO TO ALLIES

Indications are that the first issue will be divided among Great Britain, France, Russia and Italy, and that some portion of it would be reserved for American military needs, the big proportion, however, going to the allies.

In this connection, it was pointed out to-night that virtually the entire loan to the allies will be spent in this country for foodstuffs, munitions and other supplies.

The subject will be discussed in conferences to-morrow among Secretary McAdoo and Federal Reserve Board officials, and Lord Cunliffe, of the British commission. Lord Cunliffe will be the guest of the board to-morrow at a luncheon, which probably will develop into a conference concerning the details of the proposed loan to Great Britain. It also is likely that Lord Cunliffe will confer with Secretary McAdoo during the day.

In finally determining the amount of the first bond issue, the government will be guided largely by what the representatives of the chief entente governments indicate as their pressing needs. Italy, it is said, is especially desirous of being among the first contributors.

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WANTS TO GET YOUTH IN ARMY AS FREE MEN

One of the committee members started to say something, and the Speaker cut him off.

"Why do you want to fasten onto a brave man the disgrace of being drafted when he wants a chance to volunteer? We want to get the youth

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GREAT ADVANTAGE IN MORAL EFFECT OF SUCH ACTION

French Commission on the Mayflower En Route to Washington

REACHES HAMPTON ROADS AT DAYLIGHT ON TUESDAY

Members Have Unlimited Powers to Negotiate on All War Subjects.

CORDIAL WELCOME EXTENDED

Visitors to Place Themselves at Disposal of President During Entire Stay.

(By Associated Press.)

FORTRESS MONROE, VA., April 24.—France's war commissioners to the United States reached Hampton Roads to-day, and to-night they are bound up Chesapeake Bay for Washington on board the presidential yacht Mayflower. The mission, of which Rene Viviani, Vice-Premier and Minister of Justice, is the official head, and Marshal Joffre, brings no written instructions from the French government, the ministry having decided to give its members unlimited powers to negotiate with the United States on all subjects—military, naval and financial. It is prepared to discuss the sending of an American expeditionary force to France, Marshal Joffre and other military members will indicate to the American officials with whom they are to confer several important military reasons which they consider renders the sending of such a force advisable. The most important of these reasons is found in the moral effect to be had from the presence of American troops and the American flag on the battle fields of France.

The French idea of an American expedition calls for a fighting force supported by auxiliary services, such as railway staffs, railway material, telegraph and telephone lines, automobile transport and a strong aviation section. The French government is ready to offer whatever may be considered necessary to assist in sea operations, including the use for naval purposes of any or all ports in France. The Ministry of Marine has worked out for submission to the American government a comprehensive plan for overseas transport, for both army and naval purposes, and for the provisioning of the civil population.

FRANCE NEEDS LOANS OF \$100,000,000 MONTHLY

Financially, France needs loans of \$100,000,000 monthly, to be spent in the United States. Detailed official information on this subject will be submitted to the American government at the conferences to be held in Washington.

Mr. Viviani, an official head of the commission, during his stay here gave the following statements to a staff correspondent of the Associated Press, who accompanied the mission from France:

"Every American will understand that in deference to the illustrious President, for both army and navy, I am going to see very soon. I reserve the first word for him. I will have occasion to see you again and tell the American nation, through you, in a more complete manner, the emotions with which the representatives of France greet, in the name of their country, the first democracy of the world, with which France shares the same ideals."

(Signed "VIVIANI.")

The members of the commission got their first glimpse of the shores of America at daylight this morning. American military officials, aboard a flotilla of destroyers, met the former French passenger liner which brought the visitors over and their convey at 11 o'clock last night, about 100 miles at sea.

FRENCH AND AMERICAN SHIPS EXCHANGE SALUTE

The French and the American vessels exchanged signals, and then all continued toward the Virginia capes. Not a light was showing at any time during the maneuver, and the vessels knew of each other only by the phosphorescence kicked up by the propellers. At dawn, the flotilla and its guest fell in by rendezvous with an American cruiser, which led the way into the great harbor of Hampton Roads.

Of all the members of the commission were on the bridge of their boat with the French admiral commanding, shortly after 5 o'clock to see the entrance. The day was magnificent, with hardly a ripple disturbing the broad expanse of water. As the roads came into view, Marshal Joffre turned to an American naval officer, serving as pilot, and said:

"What a wonderful scene! I love this sunshine. It reminds me of my own country—the south of France."

Once inside the harbor, the American convicts slipped away to their anchorages. Meanwhile every American ship in the harbor hoisted to their mastsheads the French tricolor, and the band of a warship played "The